



**Stakeholder Meeting**  
**September 14, 2004, 3:00 p.m.**  
**North Kansas City Community Center**

**Invited Stakeholders:**

Bridge Committee (CVB of GKC) - Harry Cleberg  
Columbus Park Neighborhood Association - Michael Barsotti  
Downtown Council - Marlo Darrington  
Housing Authority of Kansas City - Edwin Lowndes; Mr. Eric Scott  
Isle of Capri Casino - Dan Weinderuch  
KCATA - Jim Pritchett; Dick Jarrold  
KCMO City Council 1st At-Large - Hon. Deb Hermann  
KCMO City Council 1st District - Hon. Bill Skaggs  
KCMO City Council 2nd At-Large - Hon. John Fairfield  
KCMO City Council 2nd District - Hon. Bonnie Sue Cooper  
KCMO City Manager - Wayne Cauthen  
KCMO Mayor's Office - Hon. Kay Barnes  
KCMO Parks and Recreation - Mark McHenry  
KCMO Planning and Development - Steve Noble  
KCMO Public Works - Stan Harris  
KCMO Water Services - East/Levee - Jim Dunajcik  
MARC - Mell Henderson  
Missouri Department of Conservation - Brian Canaday

Missouri River Crossing Committee - Timothy Kristl  
North Kansas City - City Administrator's Office - Pam Windsor  
North Kansas City - Mayor's Office - Hon. Gene Burns  
North Kansas City - Parks & Recreation - David Schnoebelen  
North Kansas City - Planning & Public Works - Bear Kistler  
North Kansas City - Public Works - Pat Hawver  
North Kansas City Business Council - Dennis Burr  
North Kansas City Levee District - Leon Staab  
Northland Regional Chamber of Commerce - Sheila Tracy  
Port Authority of Kansas City - Patrick Sterrett  
Sierra Club - Ron McLinden  
US Coast Guard - 8th District - Roger Wiebusch  
US Department of Housing and Urban Development - Andrew L. Boeddeker  
USACE - James Scott; Brian Donahue

**Attendees:**

CCI - Adam Yarbrough; Marna Courson  
CVB of KC - Janet Ziegler  
Downtown Council - Marlo Darrington  
Isle of Capri - Rob Norton; Mike Tamburetti  
KCATA - Gerri Doyle  
KCMO - City Council 1st At-Large - Terri Wolf  
KCMO - City Council 1st District - Lisa Minardi  
KCMO - Mayor's Office - Greg Williams

KCMO Planning and Development - Steve Noble  
KCMO Public Works - Stan Harris  
KCMO Water Services - Brian L. Schroeder  
MARC - Todd Ashby  
NKC Levee District - Leon Staab  
North Kansas City - Michael Smith  
North Kansas City Parks - Ron Ball  
Northland Chamber - Sheila Tracy; Tim Kristl

RTA – Kite Singleton; Ron McLinden (also  
invited as Sierra Club representative)  
US EPA – Steve Smith

USACE – Robert Smith  
Individual who signed in as Elvis Presley

The meeting began at 3:10. Each participant received a comment form and a copy of the Fall, 2004 Road Notes, which provided information about the project and the development of alternatives. Lee Ann Kell of MoDOT welcomed the group. Clyde Prem and James van Wormer of HNTB gave a brief presentation on the need for the project, the EIS and planning process, project components and an update on the Paseo Bridge rehabilitation project scheduled for 2005. Betty Burry of HNTB then invited the group to go to the tables and stations in the room for detailed discussion of constraints, cultural resources and the alternatives currently in development. Stations were manned by members of the I-29/I-35 study team from both consultant and MoDOT staffs. Discussions with stakeholders included the following points:

### **Corridor-Wide/Process**

- We are continuing to avoid the heart of the environmental documentation process, we always start with the premise that something needs to be built. That is wrong.
- Effective traffic management uses capacity constraints. This bridge (Paseo Bridge) is an effective capacity constraint.
- Recognition of the need do the rehabilitation of the bridge in order to keep it safe for the users; no problem with that.
- Yes, we have the technical expertise to show what should be avoided when we build the new project, and do a good job of documenting the impacts BUT we just start from the wrong basis i.e. we are trying to justify new roads when we should be promoting new modes.
- Please quit leaving out the KCATA agreement to provide bus service from multiple park-and-ride lots across the Heart of America Bridge during the upcoming Paseo Bridge renovation period. This is a critical time for Northlanders to experience a transit connection across the Missouri River, to help reduce the auto dependency and congestion that is now commonplace and will remain so for years to come without the help of transit.
- MODOT's name was changed to "transportation" from "highways" for a reason. Sabin Yanez is a big supporter of the transit facet of his job. You need to recognize and support this part of MODOT's responsibility.
- Please note Bob Smith's (USAC) role - he will be the Project Manager, Regulatory Branch.

### **Armour/210**

- In regards to the area directly east of the I-35/29 & M-210 interchange, and on the south side of Armour/M-210. Over the last two years, the City of North Kansas City has begun to acquire various parcels between the interchange and the Habco site to the east. The overall

desire of the City is to redevelop the former industrial area to commercial uses. The City has, and will continue to be spending significant funds to assemble, and demolish properties as they become available.

- For the long term, the City sees this area as an improved commercial area that, if well planned, can be a much better utilized and visually appealing gateway into North Kansas City from the east. We would just ask that you keep the City's plans in mind as you formulate the project.
- North Kansas City may build a road from Route 210 through that development along the railroads to 16th Street.
- The land between that road and I-29/35 would then be used for warehouses or commercial use, and they anticipate the road being an alternate route for trucks wanting to avoid the 210 interchange by instead traveling down to the 16th Street interchange to I-29/35 south to the industrial district.
- Mike Smith, assistant city administrator was unaware of any historic industrial areas in the city.
- At the north end of the Armour Road interchange there is a "levee and ditch", belonging to the North Kansas City Levee District. It crosses I-35 via a big box structure. The area adjacent to the "ditch and levee" is in a hundred year floodplain. Mr. Staab indicated that flooding has occurred into the apartment complex southwest of the box structure. We informed Mr. Staab that the box was probably a 50-year frequency structure and will to be replaced with a structure that would pass a hundred year storm.

### **Levee Road**

- In a discussion with Leon Staab, civil engineer from Burns & McDonnell representing the North Kansas City Levee District, The following items were discussed:
  1. He stated that a 15 to 20 foot clearance needed to be maintained between the top of the existing levee and the bottom of the new companion structure.
  2. Access from Levee Road to the levee needed to be maintained.
  3. He was concerned about the lack of access from Levee Road to southbound I-35.
  4. He stated that any encroachment onto the levee due to the widening of Levee Road will meet with resistance from the Levee District. Two of our alternate designs at Levee Road do show a lane addition on the levee side of Levee Road.
  5. Mr. Staab pointed out that an "underseepage clay berm" had been built, years ago, approximately 1200 feet north of the levee to cure a seepage problem in that area. He sketched approx. limits of this on our big display sheet.

## **Missouri River Crossing**

- There is no need to widen the bridge, as the traffic increases, alternative modes of transportation will become more feasible. These need to be thoroughly explored but never are.
- Greg Williams of Mayor Barnes' office said the mayor prefers the replacement option with the two new deck girder bridges. They felt the money was better spent on two new bridges since its cost is close to the cost of rehabilitating the existing Paseo Bridge and adding a new bridge. Greg said if we needed additional support from the Mayor's office (writing letters, making presentations, etc.) they will be more than happy to help. Also, Sen. Bond should be consulted, but as long as he is the drafter for TEA-21, his input as to how much federal funding for a new Paseo Bridge should be received and that we should work with him relative to his thoughts on the options for Paseo Bridge. Two new spans options is the most cost effective option in the Mayor's office opinion. Mayor Barnes asked Senator Bond to earmark engineering and study money for new Paseo Bridge in TEA-21 which is now likely to be re-authorized in 2005. Also the decking of the I-670 loop between Main and Walnut is something the City of Kansas City wants to pursue to connect the Kansas City Live! entertainment district with the Performing Arts Center and the Crossroads area just south of the Loop.
- Preferred a Cable-Stayed, Suspension or Tied Arch bridge.
- Sheila Tracy and Tim Kristl both mentioned Jonathan Kemper from the Downtown Council and his vision of a signature structure; he found pictures of a bridge in Boston.
- The North Kansas City Levee District representative wanted to know a little more about a line on the map that was shown as a proposed bike path on the levee on the north side of the river. He said that the levee district usually does not want a bike path directly on the crest of the levee. That line is from the Metro Green regional bike plan and that it was mainly showing that there could be a bike path somewhere along the river in the future. Platte County has already built their bike path along the river and that a portion of it is on the crest of the levee. In order to do this there was a cooperative agreement among the city of Riverside, Platte County, and the levee district.

## **Front Street**

- ATA noted that the removal of Riverfront in alternatives 2 and 3 looks nice.
- Linda Clark noted that removal of Riverfront in alternatives 2 and 3 opens up land for other uses, including the casino.
- Brian Shroeder, KC Water Services:
  - An existing sanitary sewer is along Front Street.
  - Increasing the radius of the WB Front to NB I-29 ramp in alternative 1 is good.

- Currently, in the horizontal curve south of the Paseo bridge, the inside lane of NB I-29/35 drops to enter its super elevated turn and it gets quite close to the center barrier – this causes drivers to slow down.

## Loop

- Tim Kristl had concerns relative to Rtes 169 and 9. His concern was that they weren't fully directional interchanges and that the traffic signals and lower speeds would detract people from fully utilizing those routes.
- Can we put layouts on web site?
- Liked access to Columbus Park area
- Liked Charlotte plan; not having Charlotte & Harrison ramps
- Desire for free flow from I-35 to US-169. Would be satisfied if single-point interchange can handle traffic volumes.
- Would like signals to be synchronized on EB & WB frontage roads of north leg to improve traffic flow.
- There are 500 parking spaces on NW corner of arena lot
- ATA - Closing Main Street not an option
- Notes from Steve Noble:
  - Like (as did several others) the concept of carrying Independence Avenue through to the west as an arterial and getting rid of the loop ramp to M-9
  - Agree that with that concept we should consider a roundabout at Independence and Charlotte
  - Agree that the options presented are better than attempting to do a direct ramp connection from I-35 to Charlotte and Harrison one-way pair
  - Like keeping continuity from Delaware to Grand on the north side of the loop
  - Do not like removing N/S streets crossing over I-670 unless its to provide for a directional interchange like the concept from the I-70 MIS
  - NB exit from I-35 to Broadway should stay where it is, or north of 16th Street where the main access from Broadway to the PAC is planned although a "tucked under" egress to I-670 at that location might be OK
  - Should coordinate on any proposed changes to loop access with KCATA
  - Single point diamond at US-169/Broadway and I-70 may be OK but presents concerns with accommodation of pedestrians and bicyclists, and seems somewhat at odds with previous concepts like "community bridges" from the I-70 MIS at least for that portion of the corridor
  - Should retain the option of looking at "Managed Lanes" (HOV/HOT/toll/reversible) on a new bridge especially if toll collection is considered as an option for financing. My recollection is that the modeling of an HOV option for I-29/I-35/Paseo in the NLDT MIS showed the option performed better than anticipated.

Suggestions:

- Deck one block between Main and Walnut instead of decking whole south side of loop
- Put a round about at Charlotte and Independence Avenue
- Appeals Court NE corner of arena lot not being taken
- Leave in connection between Admiral and Independence on East side of the mainline
- Keep continuity of Delaware over north side of loop
- Make the "close diamond" at Missouri 9 a roundabout
- SB I-29 access to arena is acceptable
- NB 35 Exit to Broadway, tuck under loop ramp